

Declassified E.O. 12356 Section 3.3/HND No. 785021

Sicilian Ports
Correspondence

10000 / 148 / 1246
June 145

Declassified E.O. 12356 Section 3.3/NSC No. 1850 21

569

Tel. 534

HEADQUARTERS ALLIED COMMISSION
APO 194
Transportation and Shipping Sub-Commission

HPL/lar

AG/562/17/fn.3

27 December 1945

SUBJECT : Use of port of Milazzo.

TO : Direzione Generale della Marina Mercantile
Ministero della Marina - ROME

1. Requests have been made through various channels for lightened liberty ships carrying grain to discharge in Milazzo.

2. War Shipping Administration have been informed by C in C Mediterranean that it is not practicable for such vessels to enter Milazzo.

3. Please note and inform the interested organisations.

For the Director :

W.F. LARKMAN
W.F. LARKMAN
Major R.E.

Copy to :

Food and Agriculture S/C

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: 120 186
Date/Time of Arrival: 1771094

Message Centre No: G/6841
Date Time Recd: DEC 220900
Precedence: ROUTINE

FROM: PAPOLI SMITH WSA
TO: ALCOM ROME

UNCLASSIFIED

Attention Captain Hamilton reference your inquiry regarding
pert Milazzo following received from CIRC ASD & your 181040 censor
that it is not practicable for lightened liberties to enter Milazzo "

AC DIST

ACTION: TPTN. S/C 2

INFO: CHIEF COMMISSIONER

W S A

FILE 2

FLOAT

UNCLASSIFIED

Attention Captain Hazeltan reference your inquiry regarding
port Milano following received from CINC MED & your 181040 concur
that it is not practicable for lightened liberties to enter Milano *

AC DIST

ACTION: TPTN. S/C 2

INFO: CHIEF COMMISSIONER

W 3 A

FILE 2

FOAT

2786

Copy sent to Hodge/la 11/11/54

372050Z

11/11/54

Tel. 514 HEADQUARTERS ALLIED COMMISSION RPL/lr
APO 394
Transportation and Shipping Sub-Commission

AG/569/14/Tn.)

15 December 1945

SUBJECT : Revival of Porto Empedocle.

TO : ACLO c/o RCB Palermo.

1. Reference AG/569/11/Tn.) of 8 December.

2. Following your requests made earlier this year to assist local port workers by diverting ships to P. Empedocle arrangements have been made to route coasters to that port.

3. Recent arrivals have not, however, shown a quick turnaround. The "Ita", which arrived on 23 November carried 1900 tons of coal and completed discharge on 10 November.

4. The following tonnages were discharged:

23 Nov.	arrived	27 Nov.	400 tons
24 "	400 tons	28 "	360 "
25 "	Sunday (no work)	29 "	300 "
26 "	200 tons	30 "	240 "

The tonnages do not compare favourably with other ports.

5. The vessel then loaded a cargo of rock salt.

1 Dec.	No work	6-10 Dec.	No work
2 "	Sunday (no work)	11 Dec.	250 tons
3 "	100 tons	12 "	120 "
4 "	150 "	13 "	210 "
5 "	100 "		

6. An explanation has been requested from Ministry of Marine for this delay, which may be due to lack of cargo or, more probably, to bad weather. The latter is likely at this time of the year in an exposed port and the port workers have no control over such a difficulty.

7. The need for speedy turnaround of ships is essential owing to shortage of Italian shipping and it is reasonable to expect the most efficient and best protected ports to be used during the winter months. There are, however, requests for shipments of salt from Porto Rapidoale, but vessels can be routed there only if a speedy loading is assured. Delays due to indifferent weather conditions may prevent the port being used during the winter.

By Command of Rear Admiral STONE :

H. L. Lanning
H. P. LANNING
Major, R.N.

Translation

44/1ar

Ref : 15:44/2

Rome 19 December 45

SUBJECT : Landing of ships at Palermo.

TO : Transportation B/C
(Movement).

The Ministry has been informed of the increasing labour difficulties in the Port of Palermo caused by the lack of ships landing in said Port.

In order to stop the existing regretful situation which brings discomfort to all those concerned I beg the Allied Commission to examine the possibility of insuring that ships of the United Nations carrying relief to Italy, and those in coastwise traffic land at Palermo even when this is possible without hindering sea traffic operations.

THE MINISTER

Illegible

Capt Tosi

I consider Palermo has been getting its fair share of coal, grain & general shipping. I propose no action. Lda

19/12

L. L. L.



Ministerio del Interior

[illegible]

1000

Dec. 7th 1849, Illinois

Received 10 October 2006; accepted 17 November 2006

74% 76 (4.05%) 76 (4.05%)

È stato prescelto a questo Ministero il crescente dis-
cio in del loro venuto a trovarsi la varia categoria di lavoro-
ri portuali di Palermo a causa dell'esiguo traffico marittimo che
attualmente si svolge in quel porto.

Allo scopo di evitare il precipitare di una faccenda di-
tensione, che danneggia sensibilmente l'economia di tutto la città
di interidente, si prega codesta Commissione Alleanza di voler sug-
gerire con benevolenza la possibilità di disporre che sia le navi
della Marina Unite, imparate dei rifornimenti all'Italia, sia
quelle addette al traffico costiero, approdino nel porto di Puleg-
no quando tale approdo può essere consentito dal normale avvi-
mento degli itinerari prestabiliti.

2782

IL MINISTRO



Page 1.

Ref. telephone request, I forward the following information regarding the port of Porto Empedocle:

The port of Porto Empedocle is formed by a completely artificial dock closed between two piers which detach almost normally from the coast; one tends towards east and the other one towards west, leaving a wide entrance of 230 meters turned over to north-east.

In the inside of the dock is the old port delimited by a pier called the "Molo vecchio", long 387 meters and formed by 3 arms which protect against the winds a space of 11.5 hectares.

The zone of water used by the ships extends to great part of the foreport, between the "Molo vecchio" and the east pier, so that in total the dock used for commercial use reaches 15 hectares.

The deepness of the port before the war was of 7 meters along the pier and 5 meters in the central points of the dock.

While the deepness in the center of the dock can be considered unchanged, along the pier, very important in relation to the deepness of the zone, has been reduced in average to 6 meters with a minimum of 3 meters.

This considerable alluvium is caused by the refused materials of the coverages and by the solid materials which are carried by the tubes of the same sewerages; in fact the minimum deepness of 3 meters is near the opening of the sewerages.

It is therefore necessary and urgent the cleaning of the port in order to restore the normal deepness as before the war.

During the years previous the war, the port movement was flourishing and in continuous progress.

The goods exported (sulphur, rock-salt, rock-salt, sugar, grain and other cereals, wines, oils, salted fishes, etc.) in 1938 reached the amount of 23,614 tons.

The goods imported (coal, timber, cement, phosphates, petrols, oils, minerals) surpassed in 1939 the amount of 13,000 tons.

Considerable was also the movement of passengers.

The port was the starting place of the post service for the Pelagie Islands, and an important landing place for numerous regular navigation lines, either Mediterranean or directed beyond the straits.

Porto Empedocle port was also one of the most important fishing centers in Italy and had a fleet of more than 200 units in effective service, of which about 50 had motors.

Actually movement of goods is reduced to a negligible quantity and the use of passengers, with exception to the ferries who arrive and leave for

The deepness of the port before the war was of 1 meters along the pier and 5 meters in the central points of the dock.

While the deepness in the center of the dock can be considered unchanged, along the pier, very important in relation to the deepness of the same, has been reduced in average to 4 meters with a minimum of 3 meters.

This considerable alluvion is caused by the refused materials of the sewerage and by the solid materials which are carried by the tubes of the same sewerage; in fact the minimum deepness of 3 meters is near the opening of the sewerage.

It is therefore necessary and urgent the cleaning of the port in order to restore the normal deepness as before the war.

During the years previous the war, the port movement was flourishing and in continuous progress.

The goods exported (sulphur, rock-salt, rock-salt, cement, grain and other cereals, wine, oil, salted fishes, etc.) in 1938 reached the amount of 232,614 tons.

The goods imported (coal, timber, cement, phosphates, petrol, oil, minerals) surpassed in 1939 the amount of 150,000 tons.

Considerable was also the movement of passengers.

The port was the starting place for numerous regular navigation lines, islands, and an important landing place for numerous regular navigation lines, either Mediterranean or directed beyond the straits.

Porto Impedole port was also one of the most important fishing center in Italy and had a fleet of more than 200 units in effective service, of which about 50 had motors.

Actually movement of goods is reduced to a negligible quantity, the one of passengers, with exception to the persons who arrive and leave for lampedusa; occasional means of transport, is small. The fishing activity, especially the motor-fishery, is seriously compromised by the deficiency of tools and the hard and prolonged strain to which the boats and the motors have been subjected, without the possibility of a serious revision.

To avoid the above matters and such situation be extended with further influence to the port conditions and people in general, it is believed advisable to communicate the following measures necessary to be adopted.

- convey by sea towards Porto Impedole all the supplies directed to the provinces of Agrigento, Caltanissetta, Mazza.

- assure the unloading of coal at Porto Impedole necessary for the Railway Impedole in the afore said provinces; besides authorize the Porto Impedole deposit to effect, until the free trade returns, the coal supply to the ships in Porto; assure the unloading at Porto Impedole of all the coal for the local electricity-power plant; assure the transport to Porto Impedole for loading of sulphur and salt commencing from the provinces of Agrigento and Caltanissetta; supply the fishing fleet with the necessary material and in efficient quantity, in order that it can be renewed and reinforced;

improve the traffic of goods and passengers with Pelagic Islands by the installation of a canal mean of transport capable to ensure the regular communication with the Islands.

Galvatore Biondelli's company charged with loading and unloading, has got 131 labourers, who all have a numerous family and are in a miserable and pitiable condition owing to the state of traffic.

The problems of these labourers are in connection with those of the port; only a solution of the port of problems can solve the problems of the labourers.

Owing to the war the port has had the following damages:-

- The "Molo vecchio" has been destroyed for the length of about 100 meters and the fish market has also been destroyed. The damage amounts to about 1 million lire.
 - Derangement of the break-even bridge placed in defense of the outward pier and excavation of the floor and the railway rails of pier V. Damage amounts to about 200,000 lire.
 - Complete destruction of the lighting plant. Damage about 100,000 lire.
- In making known that the works for repair have not started, it is pointed out that the afore mentioned amounts refer to market prices on the 8 Sept. 45.

Reference the port installation, it is pointed out:

The Silos granary, Biondelli Generali of family property, which is east of pier V. Biondelli, previously requisitioned by the German Navy, has received light damages by bombs to the buildings, while the machinery has been plundered by unknown persons during the emergency.

With the renewal of normal traffic, the refitting of the plant will be of a great utility for the port.

The dock of towage has been taken over by the Chamber of Commerce of Agrigento, which has not used it up to the present date. Slightly damaged during the war, it was completely plundered and undressed of all machinery during the emergency. The replacing in efficiency is requested by all fishermen of Porto Empedocle, who actually, for such work, have got to transfer their boats to Licata or Mazara del Vallo.

The hydraulic plant for the supply of water in port, was destroyed on the 10/7/43 during an explosion which destroyed part of the pier.

Actually agreements are in course with the "Molo Civile" and the "Municipalita" for the re-construction of the above plant which furnishes water to the center of pier V. Biondelli.

1720

Comune di Porto Imperiale

Esca Sec

Doc N. 5046

Risposta alla lettera

Alleg N. 1

Dir. Ser. N.

OGGETTO

Memorandum ricevuto dal Comune di Porto Imperiale

Porto Imperiale, 21/11/44

Admiral Robert L. Wilson

Chief Commandery of the Allied Commission

Sup

4. 6. 44

6.00

Dear Sir,

You will excuse me, if I seek to present myself directly to you, but the officers of my organization, feel the necessity of your presence and authoritative intervention.

With the present I will express the conviction, that we have a serious situation of August, 20th 1944, by the presence of the officers, for the evacuation of the town, and above all to note with surprise of the responsibility that lived in the town.

Following a telephone conversation with you, it was decided to go on with the evacuation and the presence of the officers of my town, continuing for the advance.

100-111111-1-1-1

Chief Commissary of the Allied Commission

20 Q M 2

sup

6.00

Dear Sir,

You will excuse me, if I come to present myself directly to you, but the citizens of my municipality feel the necessity of your presence and authoritative interview.

With the present I will enclose the definition, that was made at the meeting of August 10th 1945, by the concerned category, for the economical revival of my town, and above all to meet with multitude of the workmanship that lived in your the Municipality.

hoping for a favorable decision from you, in such manner you contented a decision and the necessity of the population of my town, thanking you in advance,

2779

Yours very truly

MAYOR

of Porto Esmeraldas

(Dr. Alfonso Inelme)

Anciano

cc. Hist - 31 Av. 45

Acc. on: Econ. Surv.

(with files)

Info: Econ. Comm.

PORT OF PORTO EMPEDOCLE

THE MAYOR

as as to cope with the urgent necessities of the population that obtains its means of living only from the sea, and to avoid eventual considerable increase due to unemployment, whose consequences during the coming winter may well be serious, has called a meeting of the local authorities, the representatives of Commerce, Industry and Labour and assisted by technicians they have all formed a Board of discussing this serious problem, and solving it in the interests of all categories be they employers or employees.-

THE BOARD

Having studied in detail and widely discussed the present economic difficulties that have fallen on all the citizens because of this deplorable war that has completely cut off all the traffic from this Sicilian port as shown in the attached statistics; considering that Allied supplies for the island are at the present moment all handled through the ports of Palermo and Catania whilst the Provinces Agrigento, Caltanissetta and Enna had always used this port for its vicinity and convenience, considering that if these present conditions were to continue, this population would further reduced to misery, and to living the subsidies and poverty whilst what it needs is work.-

REQUIREMENTS

- 1 - That the supplies assigned to the Provinces of Agrigento - Caltanissetta and Enna be unloaded at this port for natural reasons of justice and convenience, as Porto Empedocle is the natural Port of said Provinces.-
- 2 - That the State Railway Administration should convey, as in the past, the coal allotted to the a.m. Provinces through this Port, thus realising a substantial economy.
- 3 - That ships be authorized to obtain their coal at the State railway's depots of this port at least until free trade will not be resumed.
- 4 - That the coal allotted to the thermoelectric plant of Porto Empedocle should be unloaded at this town instead of Palermo, thus realising a substantial economy of transport expenses, as the haulage from Palermo to Porto Empedocle would be avoided.-
- 5 - That sulphur and salt produced in the Agrigento and Caltanissetta mines should be brought to Porto Empedocle for its shipment abroad.

as used to be previously done.-

- 6 - That the Ministry of Agriculture from which depends the allocation of PGL for our fishing fleet should augment the allocation, thus enabling fishing to be carried out on the basis of 20 days of 14 hours per month, as established by the said Ministry which would enable production costs to be diminished and a large quantity of fish made available to the provinces of Agrigento - Caltanissetta and Enna, and also for the Provinces of Palermo and Catania that obtain most of their fish from this source;
- 7 - That the navigation lines that are now being reactivated, should touch Porto Empedocle as for the past;
- 8 - That the Provincial Councils of Agrigento should only carry out that work for which they were originally created and not monopolize all trade as it is proved that the Administration costs of those organizations, and the losses of goods due to incompetence augment the cost of the goods. Therefore being of serious damage to the National Economy. Furthermore, owing to their monopoly, the wholesale dealers are not out of all work, with no incomes, and obliged to pay very high taxes.

EXPENSES AND HOPE

That the National Government and Allied Commission should take into favorable consideration the above stated requests, that they be immediately replied with reasonable economic and social advantages for all, and losses to none.

There follow nearly 30 signatures of which principally that of the Mayor and 4 Town Councillors.-

OFFICE OF A. T. LINDEN (PTIC)
 214 S.W. 2nd - MAY 1957
 FURNISHED

Recd: 10/3/57

Subject: Recreation Festival at Porto Bandido

To: Mr. J. C. Allied Commission, 10/1/57
 (For Economic Section - Supply Division)

10 October 1957

1. Reference your letter 10/1/57 dated 10 September 57 and enclosure (hereinafter referred to as letter 10/1/57 dated 10 October 57).

2. On Sunday, 10 October 57, I flew over the Port of Bandido Heights and yesterday in company with the Prefect of Agriculture, representatives of the Civilian and the High Commissioner, the Port of Porto Bandido was visited. This letter gives my opinion.

3. There is no doubt that the humanity of Porto Bandido has suffered considerably since its first being idle during the last few years, and it would not appear to be too difficult to bring about its revival, so that once again it could become the main source of supply for the Princes of Agriculture, Arts and Industries. The Italian Air Station have not been idle and have done everything possible to repair the Port facilities, which now appear to be in a reasonably good position. Occasionally a ship of about 1,000 to 4,000 tons has unloaded here during recent months, there is a depth of 22 feet of water at the Pier.

4. This office conferred with both Mr. Prince of Bandido, and Mr. Prince of Bandido, in Bandido. Mr. Prince knows the Harbour well and Mr. Prince is going to examine it within 10 days. Both are in agreement that a Bandido Port is desirable, and that vessels could be easily unloaded in Bandido and then sent to Porto Bandido for final destination. Mr. Prince has sent vessels there during the past year drawing up to 22 feet.

5. The use of this Port would achieve the following results:

2. On Sunday, 14 October 43, I flew over the Port at several heights and yesterday in company with the Prefect of Agrigento, representatives of Civil Service and the High Commissioner, the Port of Porto Empedocle was visited. This letter gives my opinion.

3. There is no doubt that the community of Porto Empedocle has suffered considerably owing to this Port being idle during the last few years, and it would not appear to be too difficult to bring about its revival, so that once again it could become the main source of supply for the Province of Agrigento, Trapani and Castellana Grotte. The Italian Authorities have not been idle and have done everything possible to repair the Port facilities, which now appear to be in a reasonably good condition. Occasionally a ship of about 3,000 tons has unloaded here during recent months, there is a depth of 22 feet of water at the Pier.

4. This office conferred with both Mr Prince of S.M.T. and Mr. Mancuso of M.S.A., in Palermo. Mr Prince knows the Harbour well and Mr. Mancuso is going to examine it within 10 days. Both are in agreement that a Southern Port is desirable, and that vessels could be partly unloaded in Palermo and then sent to Porto Empedocle for final discharge. Mr Prince has sent vessels there during the past year drawing up to 21 feet.

5. The use of this Port would achieve the following results:-

- (a) save coal and rolling stock for the railways;
- (b) save petrol and tyres for road transport;
- (c) free vehicles in (a) and (b) for other much needed work;
- (d) give work to many people of the Port area.

The attached report of the Prefect of Agrigento shows the experts which could be sent from this Port at a great saving on transport.

6. The Port (see chart), is entirely artificial, being protected by two artificial breakwaters, the "Molo dell'Isola" and the "Molo del Littorio", but these can be used for unloading ^{freight} of about 50 tons only. There is however an inner Harbour, formed by the "Molo Vecchio" and the "Molo Vittorio Emanuele III", about 250 meters in length, for unloading large ships. There is a railway siding running all along the "Molo Vittorio Emanuele", which could be put into efficient use very soon, so that cargoes could be unloaded straight into rail-cars.

...

7. The Naval Officer in Charge informed us that slide of a depth of 20 feet could be dealt with by this force. We also informed us that the officers, together with the necessary equipment, are ready to commence loading and unloading. The Berlin Office pointed out that there is a danger in Palermo which might possibly be borrowed for a time, and that it would be needed for long term use.

8. A map of the fort together with a copy of a translation of the Prefect of Palermo's report are attached.

9. The Argentine Force Station is only a few hundred yards distant. There is a grain silo nearby, at the moment in need of repair. The Harbour is normally about 200 feet deep, and about 100 feet deep in the middle of the Harbour. There is also an extensive channel of about 100 feet depth, which is not very deep. The sea at this point, the present depth is not very deep. The sea is not very deep. The sea is not very deep. In the centre of the water Harbour there are about eight meters of depth. There has also been some slight damage at the point of the "Tide Machine", but this could soon be repaired.

1613

William McCallum
J.M. McCallum, 20, 10-10-11
J.M. McCallum, 20, 10-10-11

2778

Comune di Porto Empedocle

IL SINDACO

per venire incontro alle impellenti necessità di tutta la popolazione che unicamente dal mare e colmare tre i mezzi di vita e per prevenire eventuali possibili disordini dovuti alla carenza disoccupazione la cui carenza nel prossimo futuro potrebbero sopprimere il fronte stesso della sopportazione, ha convocato nella residenza comunale le Autorità locali, i rappresentanti dei commercianti, degli industriali, e di tutti i prestatori d'opera che, assistiti da tecnici, si sono riuniti in assemblea per discutere il grave problema e risolverlo nell'interesse e con soddisfazione di tutte le categorie, sia dei datori di lavoro che degli stessi lavoratori.

L'ASSEMBLEA

dopo aver minutamente esaminato e ampiamente discusso l'attuale preoccupante stato di disagio economico che ha colpito l'intera città a causa della deprezzata guerra che ha colpito l'importante traffico marittimo di questo porto meridionale della Sicilia, come risulta dalla statistica allegata che si allega.

considerato che i rifornimenti alimentari destinati alle varie provincie della Sicilia sono pressoché appoggiati al por-

L'ASSEMBLEA

dopo aver minutamente esaminato e ampiamente discusso l'attuale preoccupante stato di disagio economico che ha colpito i cittadini tutti a causa della deprezzata guerra che ha annullato l'importante traffico marittimo di questo porto meridionale della Sicilia, come risulta dalla statistica ufficiale che si allega;

considerato che i rifornimenti alieni destinati alle varie provincie della Sicilia sono presentemente appoggiati al porto di Palermo e Catania, mentre le Provincie di Agrigento, Caltanissetta ed Enna si sono sempre servite di questo porto per vicinanza e convenienza;

considerato che il procrastinarsi di tale stato di fatto non fa che immobilizzare questa laboriosa popolazione costretta a vivere di avvilenti sussidi e di elemosine mentre invece ha assoluto bisogno di lavoro;

12. che i rifornimenti destinati alle provincie di Agrigento, Caltanissetta ed Enna siano fatti storicamente in questo porto sia per ragioni di equità che per convenienza economica, rappresentando le superiori Provincie il naturale retroterra di Porto Empedocle.

23. Che l'Amministrazione ferroviaria convogli a Porto Empedocle, come per il passato, il carbone destinato ai propri depositi nelle Provincie sopra indicate, con notevole risparmio per l'Amministrazione stessa.

24. Che presso questo deposito combustibili delle R.F. S.S. si possano rifornire di carbone i vapori e ciò fino a quando non si sia ripristinato il libero commercio.

44. Che il carbone destinato a questa centrale termoelettrica venga sbarcato tutto in questo porto anziché in quello di Palermo con evidente risparmio di spese e alleggerimento del traffico ferroviario, evitando così il trasporto da Palermo a Porto Empedocle.

5. Che lo zolfo e il sale prodotto nei bacini minerali delle provincie di Agrigento e Caltanissetta vengano trasportati per essere lavorati a Porto Empedocle come per il passato.

63. Che il Ministero della Agricoltura e delle Foreste del quale dipendono i rifornimenti di carburante ed il rinnovamento di attrezzi ed accessori per la flotta di motopescherecci conceda una maggiore assegnazione di gasolio

Empedocle, come per il passato, il carbone destinato ai propri depositi nelle Provincie sopra indicate, con notevole risparmio per l'Amministrazione stessa.

3). Che presso questo deposito combustibili delle FF. SS. si possano rifornire di carbone i vapori e ciò fino a quando non si sia ripristinato il libero commercio.

4). Che il carbone destinato a questa centrale termoelettrica venga sbarcato tutto in questo porto anziché in quello di Palermo con evidente risparmio di spese e alleggerimento del traffico ferroviario, evitandosi il trasporto da Palermo a Porto Empedocle.

5). Che lo zolfo e il sale prodotto nei bacini minerari della provincia di Agrigento e Caltanissetta vengano trasportati per essere imbarcati a Porto Empedocle come per il passato.

6). Che il Ministero della Agricoltura e delle Foreste dal quale dipendono i rifornimenti di carburante ed il rinnovamento di attrezzi ed accessori per la flottiglia di motor-peschierecci conceda una maggiore assegnazione di gasolio per mettere la detta flottiglia in condizione di pescare tutti i venti giorni mensili di 14 ore stabilite dallo stesso Ministero, con il risultato pratico di una notevole diminuzione del prezzo di costo del prodotto e una maggiore disponibilità di pescato sia per le provincie di Agrigento, Caltanissetta

ed Enna, come per quelle di Palermo e Catania che da qui vengono attualmente in gran parte rifornite.

7) Che le eventuali linee di navigazione che si erano ripristinando per la Sicilia pongino anche su Porto Empedocle tutto per il passato.

8) Che i Consorzi Agrari Provinciali esplicino solo quel lavoro e quelle funzioni per cui furono costituiti, senza assorbire tutto il commercio locale essendo ormai provato che le spese di gestione unite a quelle delle merci deperite per negligenza o incompetenza aumentano il costo delle stesse con grave danno per l'economia Nazionale. Orto a che la classe commerciale grossista rimanga inoperosa anche, senza vantaggi, è costretta a pagare rilevanti tasse.

LA VOTI

che il GOVERNO NAZIONALE e il COMANDO ALLERATO prendano in benevolo esame le superiori giuste e ragionevoli richieste che sono di possibile e immediata attuazione arrecando ragguardevoli vantaggi economici e sociali senza aggravii per nessuno.

STABILIMENTI FULCONIS

Porto Empedocle, 10 Aprile 1945

A S. M. RUOPPOLO

A. e M. Ruoppolo

Giuseppe Ruoppolo

...

vato che le spese di gestione unite a quelle delle merci depesite per negligenza e incompetenza aumentano il costo delle stesse con grave danno per l'economia Nazionale. Oltre a ciò la classe commerciale grossista rimane inoperosa mentre, senza vantaggi, è costretta a pagare rilevanti tasse.

FA VOTI

che il GOVERNO NAZIONALE e il COMANDO ALLIATO preudano in benevolo esame le superiori giuste e ragionevoli richieste che sono di possibile e immediata attuazione arrecando ragguardevoli vantaggi economici e sociali senza aggravii per nessuno.

STABILIMENTI FULCONIS

[Signature]

Paso Cominciato, 1. 10. 1945.

A & M RUOPPOLO

A. e M. Ruoppolo

Andrea Ruoppolo

Guido Ruoppolo

DITTA FRATELLI VINT

Porto Empedocle

[Signature]

[Signature]

[Signature]

[Signature]

[Signature]

FRANCESCO FACCI

PORTO EMPEDOCLE

[Signature]

Paolino Ruoppolo

[Signature]

Gabriele Ruoppolo

Benigno Ruoppolo

Giuseppe Ruoppolo

Roberto Ruoppolo

Enrico Ruoppolo

Francesco Ruoppolo

ANTONIO M. P. 100
FOTO S. M. P. 100

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George Washington

PROF. DR. J. J. VAN DER WOUDE
Radboud University Nijmegen, The Netherlands

March

Madison Park

Robert Wallace Arnold

St. Anthony's, Launceston

6. Long Island

① William

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12/10/1910

for Despatches - 20/1/1900

~~Gate Keep~~

for Thompson Inspector of the Police of the City of London

Samuel Rotherham
John Rotherham

Two sheets Two to the
Office Correspondence
D. H. L. L. L.

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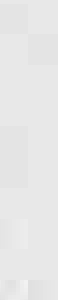
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Copy of all papers
of the Committee

Edw. C. Smith

164
L. G. G. L.

MUNICIPIO DI PORTO EMPEDOCLE

Amicus
E. L. Assessor
P. L. Assessor
J. L. Assessor
J. L. Assessor
J. L. Assessor

1911

Tel. 534

HEADQUARTERS ALLIED COMMISSION

ATO 394

Transportation and Shipping Sub-Commission

Our Ref :- AC/565/13/Tn.3.

8 December 1945

SUBJECT :- Revival of Porto Mappedole.

TO 1- AC.10
O/O MOB, Palermo.

1. Reference your AC/5/301 of 10 October.

2. Since your letter efforts have been made to increase the tonnage worked in this port. It is quite true that the discharging of coal at Porto Mappedole for the Sicilian Railways as well as that required by industry in the Province of Agrigento, Gela, etc. and thus would not only benefit the Town, but would certainly result in a certain economy of rolling stock.

3. Unfortunately, however, there are several factors ruling at the present which preclude a very extended use of this port for coal. In the first place the railways are using only imported coal and as this is transported in ocean going ships the Allied Shipping Authorities do not consider that Porto Mappedole is suitable to accommodate and handle ships of this size.

4. Further the larger Sicilian ports are able to handle ocean going vessels more speedily, having better equipment and facilities, and thus ensure a quicker turn round of shipping. Colliere have to guarantee a discharge of 1000 tons daily, which Porto Mappedole could not do.

5. Consideration has been given to the possibility of using coasters of 2-3000 tons of Sardinian coal which is used principally

1. Reference your 10/5/JOI of 12 October.

2. Since your letter efforts have been made to increase the tonnage worked in this port. It is quite true that the discharging of coal at Porto Empedocle for the Sicilian railways as well as that required by industry in the Province of Agrigento, Caltanissetta and Marsa would not only benefit the Town, but would certainly result in a certain economy of rolling stock.

3. Unfortunately, however, there are several factors ruling at the present which preclude a very extended use of this port for coal. In the first place the railways are using only imported coal and as this is transported in ocean going ships the Allied Shipping Authorities do not consider that Porto Empedocle is suitable to accommodate and handle ships of this size.

4. Further the larger Sicilian ports are able to handle ocean going vessels more speedily, having better equipment and facilities, and thus ensure a quicker turn round of shipping. Colliers have to guarantee a discharge of 1000 tons daily, which Porto Empedocle could not do.

5. Consideration has been given to the possibility of sending consents of 2-3000 tons of Sardinian coal which is used principally by the large Electric Power Station, situated near the port. This Power Station consumes approx 1500 tons monthly.

2789

6. Recent arrivals at Porto Empedocle are:-

Felagosa	1- 25 Nov	to load 770 tons of salt
Itu	1- 23 "	) to discharge 1900 tons of Sardinia coal
		) to load 2000 tons of rock salt
Itu	1- 26 Sep	) to discharge 1900 tons of pyrites
		) to load 2000 tons of salt.

It should be remembered that the maximum tonnages must be worked in order to justify use of the port and delays cannot be accepted without good reason. The "Itu", for instance, after completion

- 2 -

of discharge waited on 1 and 2 December for cargo. This involved a waste of shipping with a loss to Italian economy as well as a delay in delivery of essential commodities.

7. Providing good tonnage are shown for vessels working in the port, every assistance will be given by routing ships to the port, which the port is capable of handling.

8. As similar communications have been received from the Direttore Generale della Marina Mercantile and from the Ministero dell'Alimentazione a copy of this letter is being forwarded to them.

For the Director :-


M.P. LAZZARINI
Major R.N.

COPY :- Ministero Marina - Direzione Generale della Marina
Mercantile - Rome-
Ministero dell'Alimentazione

TRANSLATION

SUBJECT : S.S.F.A.C. Muhlberg 6494 Tons wheat
TO : AC Food SC

13B
AS/ndm

We have been informed from Ministry of Food, that the a/m vessel scheduled for Palermo and Messina was afterwards sent to Messina and Catania.

We take this occasion to insist again, as we have often done also with the Transportation SC., of the opportunity, for already mentioned reasons, to send some ships ships to Milano, especially those which touch a second port.

The reasons which induce us to insist are well known to you but we will summarize them again.

1. The port of Messina has no warehouses and the wheat must be discharged on the quay.

You understand that because of the wet season the wheat is exposed to rain and dampness, and as in the case of the "Keith Minter", part of it will not be fit for food.

If the wheat is unloaded at Milano, that which can't be immediately forwarded to destination can be safely stored in the port warehouses.

2. To have the ships land at Messina as first and second port, apart from the damage to the goods, the State also incurs in heavy costs of transportation for the location of the flour mills in the Province of Messina renders necessary the transport by land of 50% of the wheat to Milano.

Naturally, by assigning from time to time some vessel to the port of Milano, the State has the advantage of being sure of the conservation of the wheat and does not support the cost of transport.

We therefore beg you again to consider what above exposed and we are sure you will meet our requests which are for the sole purpose of safeguarding the interest of the State.

The Chief of the Service

(Sgd) Illegible

2758

Federazione Italiana dei Consorzi Agrari

FONDATA NEL 1925 - VIA VENETO, 10 - 00187 ROMA - TELEFONO 47111 - 47112

SERVIZIO DISTRIBUZIONE CEREALI
FARINA E PASTA

FEDERALIMENTARI - ROMA

SD/ad

Alla

COMMISSIONE ALLIATA
Food Sub Commission

R O M A

Via Veneto

s. p. o. l.

TRANSPORTATION SUB COMMISSION
R O M A

All'attenzione del Maj. Laraman

MINISTERO DELL'ALIMENTAZIONE
Dir. Gen. generi aliq. razionati
Div. I^a
RSM

3 dicembre 1945

All'attenzione del Maj. HAYDEN

VIAPORE 7.2.3. WHILPERS
Tonn. 6.434. - grano rinfusa

A mezzo del Ministero dell'Alimentazione abbiamo avuto comunicazione che il suddetto vapore destinato in un primo tempo a Palermo e Messina fu in seguito destinato a Messina e Catania.

Cogliamo questa occasione per ricordarvi che abbiamo varie volte insistito presso di voi nonché presso la Transportation Sub Commission la opportunità, per le varie ragioni già esposte, di destinare qualche vapore a Milazzo ed in special modo quei vapori che fanno un secondo porto.

Le ragioni che ci inducono ad insistere presso di voi vi sono già ben note. Comunque riteniamo che sia il caso di riepilogare:

1) - Nel porto di Messina non esistono magazzini ed il grano deve essere sbarcato in banchina.

Voi vi rendete conto che data l'attuale stagione si è verificato, come per il vapore Keith Baxter, che il grano è andato completamente bagnato ed una parte di esso non potrà essere utilizzata.

Sbarcando invece il vapore a Milazzo quella parte di grano che non potrà essere spedita immediatamente potrà essere immagazzinata e di conseguenza si eviteranno i pericoli di avaria.

2) - Facendo appoggiare sistematicamente i vapori a Messina sia come primo porto che come secondo porto, lo Stato, oltre a subire dei danni alla merce, subisce anche delle forti spese di trasporto poiché, data la ubicazione dei molini esistenti nella provincia di Messina, il 80% del quantitativo di grano che sbarca a Messina deve essere trasportato per via terra a Milazzo.

FEDERAZIONE ITALIANA DEI CONSORZI AGRARI
ROMA

Reggio Emilia in data 3 dicembre 1945

Lettera N. 2

Alla Commissione Alleata - Roma

Di conseguenza, destinando saltuariamente qualche vapore a Milano, lo Stato, oltre ad essere automaticamente sicuro sulla conservazione del cereale, non ha ~~che~~ l'aggravio delle spese di trasporto, come sopra detto.

Vi preghiamo quindi ancora una volta di prendere in considerazione quanto da noi esposto e siamo sicuri che farete tutto il possibile per venire incontro ai nostri desideri che sono determinati a salvaguardare gli interessi dello Stato.

Il Capo del Servizio

2788

HEADQUARTERS ALLIED COMMISSION
INDUSTRY AND UTILITIES SUB COMMISSION
FUELS DEPARTMENT
COAL DIVISION
APO 394

Tel : 427

2003/07

Ref : AD/IL/115/1. A U.

29 November 1945

Subject : Economic revival of Porto Empedocle.

To : Transportation & Movement Division.

Reference your Office Minute J of 1 November '45 and to Para 1 of Requests contained in the petition submitted by the Mayor of the w/e Town.

* It is quite true that the discharging of coal at Porto Empedocle for the Sicilian railways as well as that required by industry in the Provinces of Agrigento, Caltanissetta, and Enna would not only benefit the Town, but would certainly result in a certain economy of rolling stock.

* Unfortunately, however, there are several factors ruling at the present which preclude a very extended use of this Port for coal. In the first place the railways are using only imported coal and as this is transported in ocean going ships the Allied Authorities do not consider that Porto Empedocle is suitable to accommodate and handle ships of this size.

Secondly, the provinces mentioned above are not large users of coal.

Against this however is the possibility of sending smaller ships of say 2,500 tons to this Port loaded with Sardinian coal principally for use by the large Electric Power Station situated near the Port. The consumption of this Power Station is approximately 1,500 tons per Month.

[Signature]
Colonel
Coal Division.

2757

STUDY OF THE POSSIBILITIES OF USING PORTO SEPEDONE FOR IMPORTATION OF
COAL FOR THE PROVINCE OF ABRUZZO - CANTANUOVA AND MESSINA

Before a definite opinion can be expressed as to the advisability of making better use of PORTO SEPEDONE certain further details are required as follows:

- 1) The approximate quantity of coal which the P.P.S. suggest importing there.
- 2) The approximate quantity of coal used by the Electric Power Station.
- 3) The approximate quantity of industrial coal which could be imported.
- 4) The daily rate of discharge.
- 5) How long will it take to repair the railway line alongside the Riva Vittorio Emanuele Quay.
- 6) How much coal storage space is available.
- 7) Are tugs and pilots available for assisting steamers in and out of Port.
- 8) Suggested measures to prevent pilferage.

The depth of water alongside the Riva Vittorio Emanuele is only 5 metres or 16 feet three inches which means that a ship would have to use PORTO SEPEDONE as a second or third port of discharge only.

From a humanitarian point of view to relieve suffering and give employment it would appear that the use of the Port is desirable.

It is thought this Port would be better suited to receive small ships carrying Sardinian coal.

TRANSLATION

AS/71

Ref: Trasporti A N R / V / 4964

Rome 24 Nov. 49

Subject : Vessels at Porto Magedocle

To : Transportation S/C

1. The "Alto Commissario per la Sicilia" informs us of the great necessity to furnish work to the port workers of Port Magedocle.

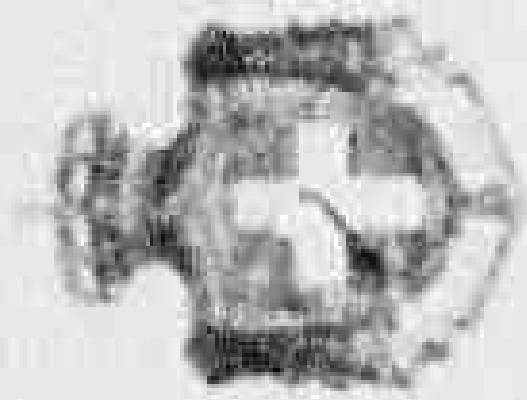
2. He suggests that ships carrying grain, coal and other commodities for the Provinces of Agrigento and Caltanissetta, discharge their cargo at said port.

3. Ships up to 3000 tons can land at Porto Magedocle.

4. This Ministry in bringing to your knowledge the facts exposed by the "Alto Commissario per la Sicilia", recommends it that the unloading in this port of commodities for the Provinces of Agrigento and Caltanissetta would avoid the use of road and rail transportation at this time when land transportation is so difficult in Sicily.

The Minister
and Molt

2763



Ministero dell'Interno

DIREZIONE GENERALE PER I SERVIZI ALIMENTARI NON RAZIONATI
PER I TRASPORTI DEI PRODOTTI ALIMENTARI
E PER L'ASSISTENZA ANNUNZIA

Comitato

Ufficio Provinciale di Roma 1/1/1954

Espresso al P. del

Ministero dell'Interno

Allegato

OGGETTO: Trasporti e Porto 32323

Roma 24 NOV 1954

Alla COMMISSIONE REGIONALE
SOTTOCOMMISSIONE REGIONALE

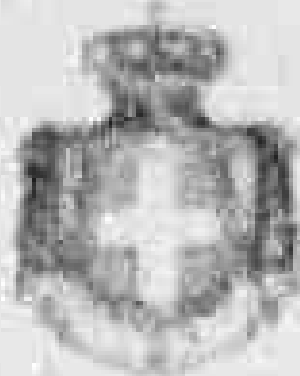
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1. L'attuale regolamento per la caccia prevede l'assenza di 12 ore per la caccia e la presenza di 12 ore per la caccia.
2. Lo stesso regolamento che è previsto per la caccia, deve essere applicato anche all'approvvigionamento delle carceri di sicurezza e della pubblica amministrazione e della difesa.

3. Tutto quello che è previsto all'articolo di regolamento che regola la caccia.

4. Questo regolamento che è previsto la presenza di 12 ore per la caccia e la presenza di 12 ore per la caccia. La presenza di 12 ore per la caccia e la presenza di 12 ore per la caccia. La presenza di 12 ore per la caccia e la presenza di 12 ore per la caccia.

Chiusa 27/11/54



Ministero della Marina

DIREZIONE GENERALE
DELLA MARINA MERCANTILE

Roma, 22 NOV. 1945

La COMMISSIONE ALLIATA
Sotto-Commissione Trasporti
R.O.M.A.

Numero IV
Prot. N. 5466 P. Allegato

Richiesta al Tuglio del
Gen. Gen. N.

OGGETTO: Invio di navi a Porto Empedocle.-

1.- L'Alto Commissario per la Sicilia fa presente che allo scopo di dare occupazione agli operai portuali di Porto Empedocle, che attualmente versano in gravi condizioni economiche per mancanza di lavoro, e per evitare un inutile e costoso impiego di mezzi ferroviari, sarebbe opportuno venisse esaminata la possibilità che i piroscafi con grano e carbone ed altre derrate destinate all'approvvigionamento delle provincie di Agrigento e Caltanissetta venissero avviate al porto suddetto.

2.- Prego di voler esaminare benevolmente tale richiesta e resto in attesa di cortesi comunicazioni al riguardo.

Intesa con P. Empedocle
file - awaiting report from
Gen. Gen.
lg-

2731
Maddein
TEN. GENERALE R.M.I.

Direttore Generale della Marina
Mercantile

U.S. in the Div 2
TRANSPORTATION ALLIED COMMISSION
AND
TRANSPORTATION SUB COMMISSION

Tel. 394
Ref. 22/24.4/63/m5

ACU/om
22 October 1945

SUBJECT: Use of the Port of Messina

TO : Direttore Generale della Marina Mercantile
Gen. Generale C. Matteini, S. M. I.

1. We refer to your letter No. 3996/P of 25 September 1945, conveying the representations of the stevedoring work people of Messina and your comments in regard thereto.

2. We have looked into this matter and find that a vessel, the "Schiavino", with a cargo of some 1200 tons of coal arrived at Messina for discharge on 10 October 1945.

3. While we are giving your request the most sympathetic consideration, it should be pointed out to the local stevedores that much will depend upon the rate of discharge they can achieve with regard to the vessel now in their hands. Given a really satisfactory dispatch to the "Schiavino", the case for sending coal for the Messina area by ship to Messina port will be greatly strengthened.

For the Chief:

A. G. ALMAN
Ports Branch
Ports & Warehouse Division

2700
AC/59/125

TRANSLATION

A3/lar

SUBJECT : Docking of the port of Messina.

1. The representative group of the workers of the port of Messina has made present that more than 400 families of these workers are in bad economical conditions for the absence of traffic in that port. The coal for the Province of Messina is unloaded in the Port of Catania and sent by railway to Messina increasing the cost of L. 1200 per ton and using more than 200 railway-cars which could be used for other movements.

2. We inform that Messina receives monthly for its use 1500 tons of foreign coal for the railways, 150 tons for gas, from 100 to 200 tons for industry. It receives too 1000 tons of Italian coal for the cement Factory of Villafranca, 200 tons for "Boscarel" and 200 tons more for the Industry.

3. The port of Messina permits sufficient possibilities of disembarking even though the pier of "Rarimberge" can't be used since it is used by the Allies.

4. We beg the Allied Commission to take interest in the a/s necessities of the workers of the port of Messina and of the situation of the port sending if possible an answer.

GENERAL DIRECTOR OF THE MERCHANT MARINE

Lt. General R.M.I.

and illegible

Of the monthly arrangement of 35,000 tons of coal to Italy, it seems that 5000 tons are to be allocated to Sicily and of this quantity it is hoped that more than 4000 tons will be assigned to Messina.

1730



Roma, 25 SET 1945

Ministero della Marina

DIREZIONE GENERALE
DELLA MARINA MERCANTILE

LA COMMISSIONE ALLEATA
DEI TRASPORTI

Prot. 7.33.14.5
Allegato

Relazione al Capo del
Dipartimento

*Manuale
Tosi*

OCCORRENZA: Approdo di naviglio nel porto di Messina.

- 1- Le rappresentanze sindacali dei lavoratori del porto di Messina ha fatto presente che oltre 400 famiglie di tali lavoratori versano in gravi condizioni economiche per mancanza di traffico in quel porto, mentre il carbone, destinato al consumo della provincia di Messina, viene scaricato nel porto di Catania e, quindi, avviato a Messina per ferrovia con un maggior costo di L. 1.200 a tonn. e con l'impiego di oltre 200 vagoni ferroviari, che potrebbero, invece, essere destinati ad altri trasporti.
- 2- Viene fatto presente che Messina riceve per i suoi bisogni, 1500 tonn. di carbone cedere per le ferrovie, 100 tonn. per il gas e di RCU e 200 tonn. per le industrie. Riceve, poi, 1000 tonn. di carbone italiano per il consumo di Villavalle, 200 tonn. per la Darsena di altre 200 tonn. per le industrie.
- 3- L'assegnazione di 150.000 tonn. annui per l'Italia, pare che 50.000 tonn. siano state assegnate alla Sicilia, e di queste più di 4000 tonn. di carbone vengono assegnate a Messina.
- 4- Il porto di Messina, a questa risorta, presenterebbe sufficiente possibilità di stivare, anche se non potessero essere utilizzati le gru della darsena "Torre di", attualmente a disposizione degli Alleati.
- 5- Si prega codesta on.le Commissione Alleata di voler benevolmente

2738

considerare le esigenze necessitate dei lavoratori del porto di Messina
e la situazione del porto stesso, favorendo un corretto corso di ricon-
ferma.

M. P. P.

Gen. Comandante R.M.I.

Direttore Generale della Marina Mercantile

1 PARTICULARS OBTAINED FROM LT. GAMBOLI.
(DIREZIONE GENERALE MARINA MERCHANTILE)

COAL BERTHS AT LARINA

Present potentiality about 1000 tons per working day of 8 hours.

BERTHS : 5 berths available as follows:

				Tons.	G.R.
Quay No. 2 - 1 vessel alongside of				3000	
"	"	4 - 1	"	"	1200
"	"	6 - 1	"	"	9/10000
"	"	8 - 1	"	"	1300
"	"	14 - 1	"	"	5000
"	"	13 - 1	"	"	10000

Moored stern on:

				Tons.	G.R.
Quay Nos. 1 & 3 for 3 vessels				to 10000	

Availability of Civilian-owned lighters. -

		Tons
1	Barge of	31 G.R.
1	"	51 "
1	"	42 "

2737

A lighter truck

FILE 10

Tel: 534

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

NYL/11

AC/559/7/Tal

29 Sept. 1945

SUBJECT : Sicilian Ports

TO : General Direction of Mercantile Marine,
Ministry of Marine

1. Reference your 1134 P of 21 August

2. Whilst the difficulties being experienced in such Sicilian ports as Licata, Sciacca and Porto Empedocle are appreciated, it is not expected that many coasters can be sent to Licata and Sciacca for the present. Vessels are routed to ports according to their capacities and their convenience for easy distribution of cargoes.

3. Colliers are usually sent to Catania on account of the Power Station there and for Nearby Railway Coal dumps. During August the "Marvia" loaded 2700 tons in P. Empedocle and in September the "Itu" will load and discharge approx 4000 tons. This port is useful for certain operations and will be used whenever possible, in order that Stevedores are given employment.

For the Director:

2758

L. Harman
M.P. LARMAN
Major R.S.

TRANSMISSION

AS/1

Ministry of Marine
General Directorate Office
for Merchantile Marine

Boat 21 September 1945

Division IV
M.4562/P

Subject : Port of Palermo

TO : A.C. Transportation S.O.

1. In the meeting held by the Campbell Committee on the 3 Sept. 1945 the proposal was made that the Port of Palermo pass from the A to C category.

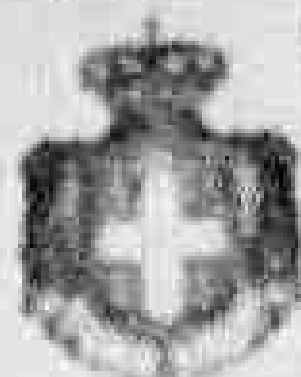
2. This Ministry believes that although the change takes place the man labor for unloading and discharging the goods in the above mentioned port should continue to be furnished by the Local Port Company in accordance with the ideas exposed under Instruction N. 14 dated 15 June 45 (Ref. AC/501/45 Inq. of the A.C.).

In fact, the Port of Palermo does not figure among those in which, according to paragraph 3, letter (a) of the Instructions N. 14, the mentioned ideas are not applied.

3. This Ministry will appreciate an answer in regard.

General Director of the Merchant
Marine
Gen. General R.M.T.
Illegible

*Major Luciano agreed
performed Ministry
of Marine 27/9
M. T. M.*



Roma, 21 SET 1945

Ministero della Marina

DIREZIONE GENERALE
DELLA MARINA MERCANTILE

ALLA COMMISSIONE ALLEATA
DELLO SCAMBIO DEI PRIGIONIERI

R. O. M. A.
SCAMBIO PRIGIONIERI

Disposizione
Aut. F. 1062/P. *Allegato*

Risposta al Telex del
L. L. L.

OGGETTO

Porto di Palermo.

1- Nella riunione tenuta dal Comitato Unghese il 3 settembre 1945, è stato proposto che il porto di Palermo passi dalla categoria A a quella C.

2- Questo Ministero ritiene che, nonostante tale passaggio, la mano d'opera per l'accumulazione delle operazioni di imbarco e sbarco delle merci in detto porto non consentirà un lavoro fornito dalla locale Compagnia portuale in concorrenza dei migliori servizi della stessa Compagnia portuale in detto porto (Aut. 301/56 Ca) della Commissione Alleata.

Inoltre il porto di Palermo non figura tra quelli nei quali, secondo il paragrafo 2, lettera (a), delle istruzioni proposte, non si applicano i convenevoli criteri.

2756

3- Comunque questo Ministero desidera avere un cenno di commento al riguardo.

Mattini

Cap. Generale S.M.I.
Direttore Generale della Marina Mercantile

24

Am. Cayana

As stated above

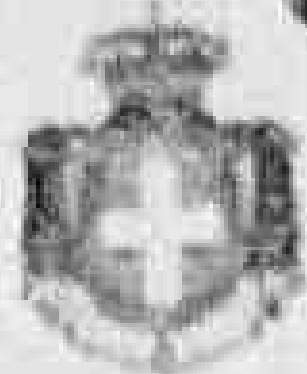
Pf. give me coal to mine.

P. Empedocle for

2752

June 2800 Dred - 10 fms water

Aug 2700 MARVIN - 6's deep working



Ministero della Marina

DIREZIONE GENERALE
DELLA MARINA MERCANTILE

To ALLIED COMMISSION TRANSPORTATION
SUB COMMISSION
PORTS AND WAREHOUSE DIVISION
R.O.M.A.

Decreto IV
Art. 1° 3145 P

Luigi
Alghisi

Risposta al foglio del 18 agosto 1945
Luigi
18/8/45

Oggetto: *Le craturi portuali.*

see 10

1. - Il Ministero dei Trasporti - Ufficio centrale carboni ha inviato anche a questo Ministero il telegramma della Camera del lavoro di Agrigento che tratta del ripristino dell'integrazione salariale e del pagamento dell'indennità giornaliera di presenza in favore dei lavoratori portuali della Sicilia, nonché della ripartizione del lavoro fra i porti minori di detta isola.
2. - Quanto all'indennità giornaliera di presenza, questo Ministero ha già provveduto ad inviare alla Capitaneria di porto Empedocle la somma di lire 200.000 per il pagamento di acconti su quanto ai lavoratori di Linata, Sciacca e Porto Empedocle spetta a tale titolo, e si riserva, non appena possibile, di effettuare ulteriori assegnazioni per il saldo del loro credito.
3. - Quanto all'integrazione salariale, questo Ministero fa presente che l'Istituto Nazionale della Previdenza Sociale, tenuto per legge (art. 3 R.D.L. 5 dicembre 1941, n. 1545) ad effettuare la corrispondenza con i fondi concessi dallo Stato, ha, dal settembre 1943, cessato ogni pagamento in favore dei lavoratori portuali della Sicilia per disposizione dei locali Comandi Alleati.

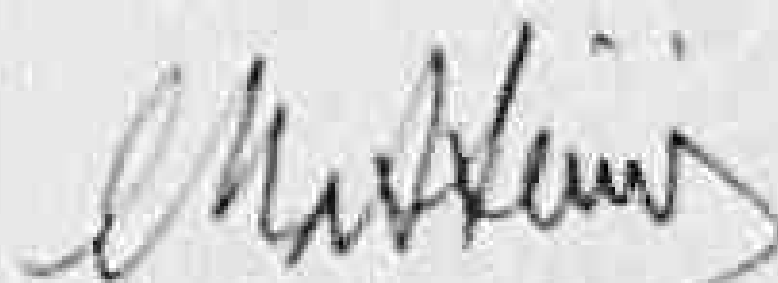
Questo Ministero non ha mancato di far rilevare a quello del Lavoro, competente in materia, che la suddetta integrazione salariale deve continuare ad essere pagata fino a quando non verrà emanato un

provvedimento legislativo inteso ad abrogare la legge sopra citata.

Nuove pressioni sono state rivolte al predetto Ministero al fine dell'immediato ripristino del trattamento in parola.

4. -Questo Ministero è d'avviso che ad alleviare le disagiate condizioni dei lavoratori portuali di Licata, Sciacca e Porto Empedocle gioverebbe, oltre che il pagamento delle suddette indennità, anche l'invio in quei porti di qualche carico di carbone.

Pertanto questo Ministero si unisce a quello dei Trasporti nella raccomandazione rivolta con la lettera n. A/U.S.C./3/3716 del 3 agosto 1945, affinché da parte della Commissione Commercio, Divisione Carbone venga, con particolare benevolenza, esaminata la possibilità di destinare carichi di carbone anche nei porti della Sicilia finora non utilizzati per lo sbarco di tale merce.



Ten. Generale R.M.I.
Direttore Generale della Marina Mercantile

6
 Transmittal of letter, dated 27 April 1944 addressed
 by Ministry of Marine, Directorate General of Maritime
 Affairs, Rome, to AGHQ, Porto & Ambrogio via 2126.

Subject: Port labourers. Reply to letter of 27/4/44
 AGHQ, Rome.

1. The Ministry of Transport - Central Civil Service, in
 accord to an instruction of the Capo del Lavoro of Agricul-
 ture and the Ministry of the Interior of the Department of
 Labour and Payment of daily indemnity for being present
 to port labourers of Sicily. Besides the allotment of
 work to the minor ports of the Island.

2. As regards the daily indemnity for being present, we
 have already replied to the Port Authority of Porto Eg-
 nesele in sum of 200,000 liras per month in account
 on 20-1-44 due to the port labourers of Linate, Palermo
 and Porto Egnesole, and we receive the same, as far as
 possible, to effect further settlements to settle their
 credit.

3. Concerning the completion of work, we point out that
 the Italian Maritime Service provides Sicilian Maritime
 Institute of Social Insurance to be paid by law (Law 3 of
 Royal Decree 27 Dec. 1941 No. 1547) to make the required
 payments with funds allotted by the State, and also, since
 September 1947, beyond all payments in favour of the
 Institute of Sicily in order of local Allied Command.

We have not failed to point out to the Ministry of

2. As regards the daily indemnity for being unemployed, we have already admitted to the Port Authority of Porto Impedole the sum of 200,000 lire for payment on account on what is due to the port labourers of Licata, Sicily and Porto Impedole, and we reserve ourselves, as soon as possible, to effect further remittances to settle their credits.

3. Concerning the completion of wages, we point out that the Istituto Nazionale delle Previdenze Sociali (National Institute of Social Insurance) is held by law (art. 3 of Royal Decree Law 5 Dec. 1941 No. 1545) to make the required payments with funds allotted by the State, and has, since September 1947, issued all payments in favour of labourers of Sicily as per orders of local Allied Comandante.

We have not failed to point out to the Ministry of Labour, the competent department in this matter, that the above completion of wages must continue to be paid until there be issued a law abrogating the above-mentioned.

See procedure has been brought on the said Ministry so as to secure the immediate renewal of the above.

4. Finally we are of opinion that in order to alleviate the unfortunate condition of port workers at Licata, Sicily and Porto Impedole, it would help, besides the payment of above indemnities, also the issuing to those workers of some coal coupons.

Therefore we agree with the Ministry of Transport in the recommendation sent with letter No. A/S.O.C./3/3716

2

of 3 rd. August 1945 that the Resources Sub-Commission, Rome Division, kindly benevolently examines the possibility of sending coal cargoes also to the Sicilian ports up to the present and used for the discharge of such goods.

(ed) Kettling

NOTE By Velloncelli

Before the war has coal ever been sent to SCIACCA which anyhow is not a port but a beach or roadstead. There is a tiny breakwater for the protection of small sailing-boats fighting open boats. To suggest sending coal there is simply ridiculous. PORTO BY PEDOCCE and LICATA instead always had regular coal cargoes before the war, consequently at both ports my own firm and at Porto Empedocle also the Electric Power Company ~~XXXXXXXXXXXX~~ We supplied also the Gas Coy. of Agrigento and that of Caltanissetta.

B. M. D.

INTER OFFICE MEMO

AMHS/SS

File No 10/569/3/Tn.1.

20 July 1945

SUBJECT :- Tug Requirements.

TO :- Navy S/C

1. Reference signal No 261137 B (message centre No E/6800) from DOME to ENOSBY requesting a tug to move a ferry boat from Messina to Palermo for repair.

2. ENOSBY has signalled back to the effect that no tug is available for this duty. It will therefore be appreciated if this Sub-Commission can be informed when a tug can be made available, so that the necessary arrangements can be made.

For the Director :-

H. L. Larnard
H.P. LARNARD
Major R.N.

Copy to :- Ports & Warehouses Division

3750

(4)

JUN 27 0916Z

1/7080
JUN 27 0458
ROUTINE

BRASIS

DIRECTOR OF ROCKET CRAFT ENPO HQ, ALDON CITY ACT PT

UNCLASSIFIED.

569/3

Year 2611372.

Regret no tag is available for this duty.

REMI

INFO-ACTION: TA 3/C 2
ENPO: Chief Commissioner
Room Sec
File 2
Float

2749

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference

Date/Time of Origin: JUNE 25:1378

Message Centre No:

Date/Time Rec'd:

Precedence:

2/6800

JUNE 26:1430

ROUTINE

FROM

DIRECTOR OF HARBOR CRAFT

TO

SWIFT INFO HQ ARMY CORP ACFT

UNCLASSIFIED

ALLIED COMMISSION require info to move ferry boat
from MISSING to FAIRWAY for repair and dry dock now available.
Request information whether tug is available for this duty.

Dist

Info-Action - To SC 2
Info - Chief Commissioner
Scout Sec
Navv SC
File 2
Fleet

INFO-ACTION

HEADQUARTERS

2718

DIRECTOR OF HARBOR CRAFT RAFL-9

480

21 JUN 45

PRIORITY

RESTRICTED TO

PAGE ONE PG. FOLLOWING IS PARAPHRASE OF MESSAGE RECEIVED FROM SICILY
NOTE: PLANS ARRANGED FOR TWO TO MOVE FERRY BOAT FROM ARE-INA TO PALERMO
FOR REPAIR AND DRY DOCK NOW AVAILABLE UNQUOTE TO

PAGE TO DIRECTOR HARBOR CRAFT RAFL-9 FROM HQ ALUM CIVIL ADJUT PAGE

PAGE TWO PG. 01 YOU ASSIST TO

Copy to Port Agency Civ

2747

TRANSPORTATION CO

SICILY CIVIL PIONEER

CH. U.S.A.
Adj. Adjutant

INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

Originator's Reference: HTU 400

Date/Time of Origin: JUNE 20 1326Z

Message Centre No: E/5880

Date/Time Rec'd: JUNE 20 1400

Precedence: PRIORITY

FROM: ALCON SICILIA SIGNED LYNCH

TO: HQ TRANS SC ROME

RESTRICTED

RESTRICTED.

Leave tomorrow first available transportation. Please arrange for tug to move ferry boat from MESSINA to PALERMO for repair and dry dock now available. //



DIST

ACTION - TM SC 2
INFO - CHIEF COMMISSIONER 27 16
FROM SPC
FILE 2
FLOAT

RESTRICTED

Handwritten notes:
D. B. [unclear] [unclear]
[unclear] [unclear]
[unclear] [unclear]
[unclear] [unclear]
[unclear] [unclear]
[unclear] [unclear]

1767

1767